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is pointed out. It is to be hoped that Y.W.C.A. authorities will see the point of the hint that working girls' homes should be free from the taint of "compulsory morality."

The most serious problems are those of wages and health. Women are in industry from necessity. The theory that girls flock to factories and stores for "pin money" is held to be unsupported and vicious, but the data given to combat it are rather too meager for a conclusion one way or the other.

In her suggestions for improvement the author demands that desirable legislation be obtained, "and moreover maintained regardless of constitutional quibble." She does not say what is to be done with the courts in the meantime. The suggestions for improvement are not specific and definite enough to be of great value. It is easy to say "improved and uniform legislation," "disinterested co-operation with employers," and so on, but how are these things to be secured? Do not the Y.W.C.A. members, to whom the book is primarily addressed, need more suggestions on this crucial practical question of how to secure desired ends? Do not the rest of us also?

Finally, why is it not sufficient that an appeal be made for the working women in their own name? To be sure many of them are to be mothers, and healthy mothers are a necessity to the nation, but we venture to think that women need to demand right and justice in their own names rather than in the name of unborn and perhaps often unneeded children. The book is almost free, however, from that sickly, but too common, sentimentalism which looks upon woman as simply a child-bearing organism.

With all its shortcomings one may be glad that this book has been published for the purpose it has. It is an encouraging sign when not only the Y.M.C.A. but the Y.W.C.A. realizes that the modern basis and condition of the moral life is the economic interest.

A. B. WOLFE

OBERLIN COLLEGE

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*Labor and the Railroads.* By JAMES O. FAGAN. Boston and New York: Houghton Mifflin Co., 1909. 8vo, pp. 164. \$1.00 net.

Mr. Fagan is himself a laborer on the railroad and his observations are accordingly worth noting. His presentation of the problem of labor and the railroads shows that the schedule of the labor organizations has fostered carelessness on the part of the employees, and the result is accidents, death, and disaster. He points out how the labor organizations manage the manager to the detriment of the railroad and the public. His statements are based on actual cases, and are supported by numerous concrete illustrations. His solution of this problem is publicity that will educate the public. He recognizes that mere publicity would be sensational and perhaps would do no more good than "yellow" journalism. But just how he could accomplish this better sort of publicity he does not make clear.

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*Legal Tender Essays.* By JAMES C. SMITH. London: Kegan Paul, Trench, Trübner & Co., Ltd., 1910. 8vo, pp. xv+285. 3s. 6d. net.

These essays, with accompanying letters and statistics, embody a number of proposed remedies for existing social evils, mainly along the line of monetary